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the standard of the first two parts. Part III is devoted to a discussion of the three leading commercial nations; one hundred pages to the United States; fifty-eight pages to the British Empire; and eleven pages to the German Empire. Under the British Empire, India, with a trade equal to Canada and Australia combined, is accorded less space than either of the latter countries.

The German Empire, the commercial rival of the United Kingdom, has no more space than either Canada or Australia, while three out of the eleven pages on Germany are devoted to a discussion of rye and sugar beets. From the standpoint of German agriculture these two crops are admittedly important, but they are comparatively unimportant in Germany's commerce. These points give an idea of the shortcomings of Part III. In addition there are frequent inaccuracies of statement and sins of omission, among which may be mentioned: the statement (p. 316) to the effect that the Southern cotton mills in the United States produce the finer goods; no mention of any centers of the cotton textile industry; and the statement (p. 309) that there has been no "serious absolute decline in production" of petroleum from the Appalachian field. As a matter of fact the five years preceding the one for which the authors' statistics are taken show an actual decline of over 25 per cent. Part III is not enough of an advance beyond the older books to outweigh these shortcomings.

For a place where only one course in geography can be offered this book is the best single text yet available. Where more than one course is offered it can hardly find a place, except in the use of the really excellent Part II for reference reading.

WALTER S. TOWER.

University of Pennsylvania.

Haney, L. H. *A Congressional History of Railways in the United States.* Volume II. Pp. 335. Madison, Wis.: Democratic Printing Company, 1910.

In this, the second volume of his congressional history of railways, Dr. Haney considers the period 1850 to 1887. His sources, as in the earlier volume, are the Congressional Globe, Executive Documents, Presidential Messages, and other public documents; and his purpose is to trace the history of railways as shown in the activities of congress, and to trace the activities of congress in so far as they dealt with railways. Mr. Haney pronounces it a "history of action and reaction between railways or railway companies and the government. A congressional history of railways is a study in the activities of our federal government in regard to transportation by rail."

The relations between congress and the railways were twofold,—first "aid" and second "regulation." Book I contains an account of federal land grants, the attempts made by congress to make and enforce stipulations as to the free carriage of troops, mails, etc., by land grant railways, and the

attempts to modify the duties on railway iron. Since the same sources had been used by previous writers there was little opportunity to add materially to the history of land grants.

Book III deals with regulation. Among the various subjects discussed are the early mail service, the movement to break state monopolies, federal regulation of bridges, the granger movement and congress, live-stock transportation, and early safety regulation. Two chapters deal with the evolution, passage and provisions of the Interstate Commerce Act of 1887. The Cullom Report is referred to as the most influential document in shaping the act, but no further mention is made of it. It would seem that at least as much prominence might have been given to it as to the earlier Windom Report discussed in the chapter on the granger movement.

Book II deals with the relations of congress to the early "Pacific Railways," and in a way connects Books I and III. It contains a handy summary of the land grants and provisions for financial aid as finally made by congress. The discussion of the Union Central Pacific route and the lines comprising the route further south is detailed and contains much interesting congressional data. Detailed mention of the Credit Mobilier Construction Company in congress is doubtless omitted advisedly. A very brief account of the Northern Pacific is added.

Though the period from 1850 to 1887 is hardly covered as thoroughly as is the earlier period, the volume is an addition to the literature on railway history. The laboriously compiled footnote references in themselves offer opportunity for further research.

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Holdich, Thomas. *The Gates of India.* Pp. xv, 525. Price, \$3.25. New York: Macmillan Company, 1910.

Access to India has come to be so exclusively a matter of water routes that any but those who are interested in the problem of protecting India from the northwest are apt to overlook the land routes by which various civilizations have introduced themselves to the peninsula in past ages. Colonel Holdich leads us far back in time as well as far away in distance. He takes us to the land gates of India in the hinterland of the peninsula, Tibet, Afghanistan and Baluchistan, and shows the importance that these have had in affording access to invaders and merchants. Greek, Persian and Assyrian relations with the Indian frontier—the lands west of the Indus—are shown in their dependence upon the travel routes. The chapters dealing with the explorations of Alexander are especially illuminating in the portions which describe the physical characteristics of the country through which he traveled and the difficulties which he must have encountered. The middle portion of the book treats of the less familiar but perhaps even more interesting points of access used by the Chinese from the north and the Arabs from the Makran coast. A very interesting chapter gives a review of mediaeval relations between Europe and India carried on through Seistan and Afghanistan. The